South Central Railway	254	South Eastern Railway	129
South East Central Railway	217	South Western Railway	246
Western Railway	149	West Central Railway	158

(b) No, Sir.

(c) To provide better security to the traveling passengers in trains and passenger areas, the RPF Act, 1957 and the Railways Act, 1989 have been amended to enable the Railways, through the Railway Protection Force, to effectively supplement the efforts of the State Governments in controlling crime on the Railways. The Railway Protection Force staff are also being deployed to escort more than 1450 trains on an average and deployed in the passenger area to augment the efforts of the State Governments.

1. Important trains are being checked with an element of surprise and surveillance is being kept on the activities of criminals involved in drugging and thefts of passengers' belonging.
2. Armed Railway Protection Force staffs are deployed to escort selected sensitive trains specially during night for the safety and security of travelling passengers and their luggage.
3. Special Squads are briefed and sensitized by Railway Protection Force officers regularly to be alert on duty to check such crime in trains.
4. Supervisory staff have been instructed to make frequent checks in trains to ensure safety and security of travelling public.
5. Coordination meeting with the Government Railway Police Chiefs at Zonal and Divisional levels are organized to take coordinated action in this regard.
6. Government Railway Police and Railway Protection Force staff are deputed on the platforms to keep watch on anti-social elements.

Improving the rail freight revenue

1303. SHRI VIJAY J. DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether accroding to railway freight revenue report for April-May, 2007 there was a tepid start to the new fiscal and overall freight loading for the two months which registered a low key 6.13 per cent growth and the rate of growth is not only lower than Railway Ministry's project of 9 per cent for this fiscal, it is also lower than the 9.27 per cent growth achieved in April-May, 2006;

(b) if so, what are the main reasons of the same; and

(c) what are the concrete steps Government proposed to take to improve the rail freight revenue in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. However, the target of freight loading for 2007-08 is 7.77% more than last year.

(b) The main reasons for a lower growth in the period April-May, 2007 as compared to April-May, 2006 was due to decline in loading of fertilizers and foodgrains, which showed

a negative trend in loading. The primary reason behind less loading in these two sector was due to non-availability of demand for loading.

(c) The Government has proposed to improve the rail freight revenue in future by increasing the physical loading and by rationalising the tariff structure. To increase the physical loading, Railways are going in for increased proliferation of enhanced axle load running, removal of bottlenecks to traffic, speedier completion of throughput enhancement works and rapid induction of newer rolling stock. Alongwith this, freight marketing schemes in the form of incentives and discounts are being offered to customers to capture newer traffic thereby increasing loading and revenue. This has resulted in an increase of 8.03% in loading in the April-October, 2007 period as compared to April-October, 2006.

High-speed passenger trains

1304. SHRIMATI SUPRIYA SULE:
SHRIMATI SHOBHANA BHARTIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has sought feed back form various States about their willingness to have high-speed passenger trains running throught their territory and possible support in the form of land, right of way to build elevated tracks and equity for the proposed project and 12 States have already expressed interest in the proposal;

(b) if so, what are the total number of States; and

(c) by when the work on these is likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Twelve State Governments were approached by Ministry of Railways to find out their willingness for participating in pre-feasibility studies. Out of twelve, nine State-Governments namely Andhra Pradesh, Maharashtra, Gujarat, Haryana, Punjab, Kerala, Karnataka, Tamil Nadu Bengal have agreed 'in principle' to participate in any pre-feasibility studies and for possible support in form of land, right of way to build elevated tracks and equity for proposed project.

(c) This proposal is in its initial stages. Pre-feasibility studies are to be conducted. These studies will take about 2 years. On the basis of recommendations of these studies, decision to start the work will be taken.

Bogibeel rail-cum-road bridge

1305. SHRI SILVIUS CONDPAN: Will the Minister of RAILWAYS be pleased to state:

(a) the present progress of construction of Bogibeel rail-cum-road bridge over Brahmaputra river in Assam and by when the project would be completed;

(b) whether his Ministry is agreeable to have rail-cum-road bridge by the side of Sarai Ghat rail-cum-road bridge in case NHAI agrees to;

(c) whether there is any programme during Eleventh Plan to lay double track railway system from Bongaigaon to Tinsukia Junction under N.F. Railway;